A

Approved For Release 2001/09/04 : CIA-RDP83-00423R001200240007-5 BEACH INTELLIGENCE

This form is designed to facilitate the collection of information which will be useful in determining the "trafficability" of possible landing beaches. Where available, a large scale chart or photographs illustrating the beach data should be attached.

NAVY DECLÄSSIFICÄTION/RELEASE INSTRUCTIONS ON FIL

	. Location Gape Rosenzof Deep draft vessel anchorag	
	ToLa	
	Constiline appeared broken and irregular not conform	
	Shart-9302	
	The state of the s	The Earl Control Contr
- 8	. Weather	ring dat Zammindan verzunt inder Wallander volleit die kan zuwallengen verzum zu Arte interdenderden der der Son im Hanten dem zu 1944 und dem
	a. Time of most favorable weather	4ha
	b. Prevailing wind directiony	
	c. Wind direction during storms cheered	
	Frequency of storms during favorable period	
	d. Fog: Time of year 16-20 hree 1953	
	Usually cleared by what hour yartable	
•	Visibility during fog (distance)	· · · · · · · · · · · · · · · · · · ·
•		
	a. Direction from	·
	b. Storm direction from Home experienced	Maximum Force
	Time and frequency of occurence Ime experience	
	o. Average wave height Storm wav	e height
•	. Ice Conditions	
	a. Approximate dates of freeze-over and breakup	os observed and
	b. Height of foot of landfast ice	
	c. Location and frequency of floating icecone_ob	served in the vicinity of
	Remains of grantees and an area of the control of t	и у данну и при на при видерини при на парат. На при н При на при н
	d. General remarks ster at atte 19 20 June 1953	NOW THE PROPERTY WHEN WE WANTED WHITE AND READ WHEN THE STATE OF THE PROPERTY AND THE WANTED WHEN THE STATE OF
		rin 1570 (Robertland policy file beam opposite following source of the policy and the policy for the source of the policy for
	COLUMN TO THE TOTAL TO THE TOTAL TOT	
•		kta ebb tide Worth 1.5 kte
	Gurrents	

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	at	LatitudeLongitud	longitudeto	
	-	at letitude	Longitude	
2.		cription		
	a.	Length Unknown,	Average width Unknown.	
	b.•	Obstructions Unknown except as al	nown on chart.	
		Signification and the control of the		
			1 fathom to MIN MIN to MIN	
	C.	Composition (sand, gravel, etc.)	Unknown Unknown	
	d.	Consistency (hard sand, mud, etc.)	Unknown Unknown	
	€.	Gradient (Ft:ft) (average)	Unknown Unknown	
1.	f.	Approximate width	Unknown Unknown	
	g•	made; boats of this vessel were no	erent locations on the beach No obsert in water. IZO LCM returning from beard shoel area was rook with space between our ents and wind making transit	
3.	110	shore conditions (1-fathom curve sea		
	a.	Obstructions to approach to cose	TVALL CIIS.	
	ъ.			
		DOLOOM CHOLOCOLTO OTCO		
	c.			
	c.	Depth at which bottom visible	CONTROL OF THE PROPERTY OF THE	
	c.	Depth at which bottom visible the Location of favorable anchorages (n	cote on chart)	
	c.	Depth at which bottom visible the Location of favorable anchorages (n	known. Total on chart)	
4.	c. d.	Depth at which bottom visible the Location of favorable anchorages (n	known. Total on chart)	
4.	c. d. e. Sur	Depth at which bottom visible the Location of favorable anchorages (no Nearest storm-sheltered anchorage f Conditions	known. Tota on chart) The second content of the second content o	
4.	c. d. sur	Depth at which bottom visible	known. To fetom experienced. Surf 30 Serveticus Averege height.	
4.	c. d. sur a. b.	Depth at which bottom visible	surf so bervations Average height beservations Maximum height	
4•	c. d. sur a. b.	Depth at which bottom visible Location of favorable anchorages (note that the location of favorable anchorage of Conditions General condition and direction of Direction of heavy surf Remarks as to possibility and conditions	surf so bervations Average height beservations Maximum height	
4.	c. d. sur a. b.	Depth at which bottom visible Location of favorable anchorages (note that the location of favorable anchorage of Conditions General condition and direction of Direction of heavy surf Remarks as to possibility and conditions	surfie deservations Average height beservations Maximum height tions for most practicable landing: thert 9370. The details were unknown.	
4.	c. d. sur a. b.	Depth at which bottom visible Location of favorable anchorages (note that the location of favorable anchorage of Conditions General condition and direction of Direction of heavy surf Remarks as to possibility and condition and conditions of the location of location o	surf so determ experienced.	
	c. d. sur a. c.	Depth at which bottom visible Location of favorable anchorages (note that the location of favorable anchorage (note that the location of the location and direction of the location of location and direction of the location	surf so determ experienced. So seterm experienced. Surf so determ experienced. Surf so determines Average height deservations Maximum height tions for most practicable landing: Chart 9370. The details were unknown. ble Unknown.	
	c. d. sur a. c. Tid	Depth at which bottom visible Location of favorable anchorages (note of the favorable anchorage of the favorable favo	surf so deservations Average height because having height tions for most practicable landing: thert 9370. The details were unknown. The contract of the contr	
4.	c. d. sur a. b. c. Tid	Depth at which bottom visible Location of favorable anchorages (note of the favorable anchorage of the favorable favo	surf so determ experienced. So feterm experienced. Surf so determines Average height beservations Maximum height tions for most practicable landing: Chart 9370. The details were unknown. Corence Sta Kodiak. Maximum rise and fall	

a.	General description No observations made, no boats put in water.
ъ.	Soil Support (Estimated)
	Heaviest tracked vehicle usable in dry weather Unknown wet Unknown
	Heaviest wheeled vehicle usable in dry weather Unknown wet Unknown
d.	Soil type (sand, clay, mud, etc.) No observations made. Porous?
d.	Vegetation Distant observations indicate limited.
ė .∵	Portions of beach most favorable for exit inland Unknown
ſ.	Distance inland to barriers (mountain ranges, bodies of water, etc.)
Fac	ilities
A.	Comp sites Unknown
	camp sites whence Amount Amount
De	Wherves or piers Location Condition
	Number Face length (total)
	Cranes available None Type Capacity
G.	Storage facilities
•	Size Limited Condition
	Location Cold Storage
.1	Construction materials available (list type and quantity available)
u.	Have knowledge of none
_ :	AMERICAN PROPERTY OF THE PROPE
e.	Roads (indicate on chart)
	Type of surface Thinown Condition in wet weather
	Condition in dry weather Unknown Capacity
ſ.	Railroads
	Gauge Unknown Condition Unknown
	Origin Unknown Pestination Unknown
& .	Navigable rivers
	Distance inland Experienced noneprofit
	Location of mouth Empties into Scamon Bay.
	Towns
h	
h.	Population Unknown Industry Unknown

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6. Terrain Immediately Behind Beach

- (a) No boats from this vessel were put in water due to unfavorable sea conditions.
- (b) Above information gained from distance observation at anchorage of vessel and from visit of Purser to shore with mail in boat from USS Leo returning at low water the fog.
- (c) Missing information due to limited personnel and time at site, also limited water transportation.